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# Hongkong Daily Press

ESTABLISHED 1857

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FOR 1909.  
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Small 6.00  
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[a22]

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Hongkong, 1st October, 1908. [a13751]

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SHAW, TONES & CO.,  
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Hongkong, 29th April, 1908. [a1647]

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Company's Office, Alexandra Buildings, Des  
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JOHN D. HUMPHREYS & SON,  
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Hongkong, 9th May, 1907. [a174]

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Hongkong, 14th November, 1908. [a1565]

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Hongkong, 15th December, 1908. [a52]

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BAGAVOLIN DISTILLERY, ILLY.  
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NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky  
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Quality  
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CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES, Manager.

[a39]

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[a85-1]

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PAUL DOUILLER & CO.  
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TELEPHONE NO. 75.

Hongkong, 12th December, 1908.

15, Queen's Road Central. [a34]

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THE latest Method of the AMERICAN  
SYSTEM OF DENTISTRY.  
35, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. 1261

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Hongkong, 26th October, 1908. 1445.

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H. OIEHL,  
Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 7th August, 1908. [a716]

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF

ABSORBING INTEREST.

BY CHARLES J. HALCOMBE

(Formerly of the Imperial Chinese Customs

Service, Author of "The Mystic

Flower Land," etc.)

THE VOLUME which consists of 461

Pages, and includes a Sketch Plan of

historical interest showing the disposition of

the Forces at the battle of Kwai-kiang, is dedicated

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CHOCOLATE ALMONDS, CHOCOLATE WALNUTS, CHOCOLATE DE LA REINE, VIENNA CHOCOLATE and others, in Great Variety.

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## TOM SMITH'S CRACKERS.

A. S. WATSON & CO.  
LIMITEDALEXANDRA BUILDINGS AND  
KOWLOON DISPENSARY.

Hongkong, 28th December, 1908. [29]

NOTICE TO CORRESPONDENTS.  
ONLY communications relating to the news  
column should be addressed to THE EDITOR.

Correspondents must forward their names and  
addresses with communications addressed to the  
Editor, not for publication but as evidence of  
good faith.

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No anonymously signed communications that  
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## BIRTH.

On the 28th December, at No. 5, Mountain  
View, Peak, the wife of O. D. THOMSON, of a  
daughter. [1702]

## MARRIAGES.

On December 22nd, at Shanghai, JUDITH,  
youngest daughter of the late RICHARD MARKEWICZ,  
Chief Assistant I. M. Custom, to MARCUS D.  
SOUZA.

On December 23rd, at Shanghai, GEORGE MON-  
CRIEF JACKSON, to EVELYN MARY, youngest  
daughter of Mrs. H. S. GOODFELLOW, Shanghai.

## DEATH.

On December 22nd, at Shanghai, ALEXANDER  
MACLEAN, Canadian Government Trade Commis-  
sioner, aged 75 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

## The Daily Press.

HONGKONG, DECEMBER 29TH, 1908.

The gratifying announcement was made by a Gazette Extraordinary yesterday that His Excellency the Governor, being satisfied that it is no longer necessary for the preservation of the public peace to continue in force the Proclamation issued under the authority of the Peace Preservation Ordinance 1866, has been pleased to direct that the Proclamation should be cancelled, and a notification is accordingly issued cancelling the same. "All's well that ends well."

The action taken under the sanction of this Proclamation has evoked much public criticism, occasioned, however, more by the exaggerated rumours of contemplated action which obtained currency among the Chinese than by authoritative information of the steps the Government actually took or intended to take. When the riotous disturbances occurred in the early days of last month, it was patent to everybody, as we pointed out at the time, that something more was

necessary than the punishment of the coolies who were caught by the police perpetrating these outrages on the peace and order of the Colony. It was both desirable and necessary that the Government should endeavour to lay their hands upon the actual instigators of the disturbances—the men who were secretly influencing the public mind and indirectly, if not explicitly, inciting the mob to such acts of violence as were committed, not spontaneously but in accordance with a pre-arranged plan of operations. It was clear that there had been organisation, and the plain duty of the Government was to discover the organisers and effectually teach the Chinese community that these outrages cannot be perpetrated with impunity in a British Colony. The machinery for dealing with the position was ready to hand in the Peace Preservation Ordinance of 1866 and under its provisions certain banishment orders were issued against a few Chinese in all, we believe, who were ascertained beyond question to have been prominently identified with the boycott movement. The great disadvantage of action taken under the Peace Preservation Ordinance is its comparative secrecy, and the great cause of complaint has been that banishment orders were issued without a public trial against men who denied the offence with which they were charged by the Government. Part III of the Ordinance clearly lays down the procedure in regard to deportation. It provides that whenever, during the existence of the Proclamation, it shall be represented by the Captain Superintendent of Police to the Governor-in-Council, or written information, that the removal from the Colony of any person not a natural born subject of the King, whether such person shall have been naturalised under the provisions of any Colonial Ordinance or not, is necessary for the public safety, it shall be lawful for the Governor-in-Council, if it shall appear to him, after making such inquiry as to him may seem sufficient, to be necessary for the public safety that such person should be banished from the Colony to issue a banishment order, &c. Every order of banishment made under this Ordinance has to be forthwith reported by the Governor to His Majesty's Principal Secretary of State for the Colonies. His Excellency the Governor, even were this procedure not explicitly enjoined upon him, by the Ordinance, is not the man to sanction deportation without satisfying himself of the truth of the allegations brought against the accused person, and we have every confidence that no man has been banished from the Colony without good cause. All, we believe, have now given the requisite assurances not to again offend in the same manner, and have been permitted to return to the Colony. The effect of Government action has been distinctly salutary, though the exaggerated accounts of the Government's action had the unfortunate result of paralysing trade for a time. It was the penalty of secrecy and now that normal conditions have been restored in the Colony the advisability of amending the Ordinance as to provide for a public trial of the accused persons might well be set down among the questions for early consideration by the Legislative Council. More than twenty years have passed since the Peace Preservation Ordinance was enacted. The Chinese may be assumed to have a better appreciation of the fundamental principles of British rule and British justice than they had then, and, should occasion unhappy arise at any future time for the issue of a Proclamation under the Peace Preservation Ordinance, it must be evident that it would be to the advantage of the Government and the commercial community alike that the accused persons given a public trial, and the deportation orders issued only upon conviction by the regular Court of Law. To permit of this the amendment of the Peace Preservation Ordinance would seem to be necessary, and we suggest that the subject is one which may now reasonably be considered.

No case of communicable disease was reported in the Colony last week.

Macao is to have another newspaper, the *Now Vida*, to be edited by Mr. L. Ayres da Silva.

At the Magistracy yesterday Mr. J. H. Kemp sentenced a native to three months imprisonment for entering a shop in Queen's Road East and stealing a quantity of cigars.

The man named Alfred Hall, who was recently extradited from Hongkong to Manila where he had been wanted on a charge of embezzlement, was sentenced to imprisonment for six years and a day.

Our Macao correspondent writes that, according to latest mail news, the Colony is to be guarded by three ships of war, the *Patria*, *D. Amélia*, and the *Adamastor*. The latter is coming from South Africa.

The Shanghai Dock and Engineering Co. Ltd. announces that an interim dividend of Tk. 2.50 per share, for the last half-year ending October 31st, 1908, will be payable to shareholders on January 5th next.

A Tientsin paper in a brief note condemning the gambling imports at Shanghai states that it learns from a reliable source that a large number of failures, including some Foreign houses, is expected in the New Year.

An American named Hogan, formerly a sergeant in the United States Marine Corps, has been foully murdered in his house at Damanpoo, Philippine Islands, by a native. The murderer appears to have been committed with a bolo.

The Committee of the Shanghai Athletic Association have decided to hold the Shanghai Marathon Race—distance eighteen miles—on Saturday, the 13th March next, commencing at 2 p.m. The route of the race has not yet been decided on.

The fourth annual children's sports meeting under the auspices of the Kowloon Cricket Club is to take place, under the auspices of His Excellency the Governor, on New Year's Day at the King's Park.

Before Mr. J. H. Kemp at the Magistracy yesterday a Chinese woman was charged with stealing ten pearls valued at \$1,100 from the tenant of 25, Staunton Street. Two other natives, a man and a woman, were charged with receiving the pearls, and the case was remanded.

The Rev. E. W. Twing, the superintendent of the Chinese Mission at Hawaii, who has been appointed a delegate to the Opium Conference at Shanghai, is at present in Hongkong, and intends paying a visit to Canton to make inquiries in regard to the opium question.

The return of visitors to the City Hall Library and Museum for the week ending the 27th December, 1908, shows that of non-Chinese there were 232 to the Library and 98 to the Museum, and of Chinese 133 to the former and 2,085 to the latter. The Library was, therefore, used by 365 persons and the Museum by 2,183.

Sergeant Gordon charged eight natives before Mr. J. R. Wood at the Magistracy yesterday with fighting at Chungchau. The defendants were found guilty, fined \$15 each and bound over in the sum of \$50 to be of good behaviour for six months. A similar sentence was passed on four coolies who were convicted on a charge of fighting in the Central Market.

While a German blue-jacket was purchasing a handkerchief from a stall in Queen's Road Central he felt a tug at his trousers pocket and turned in time to see a coolie running away with his purse. He pursued the thief, captured him and handed him over to the police. At the Magistracy yesterday Mr. J. R. Wood sentenced the native to six weeks' imprisonment with hard labour.

We have received rules and regulations and the classification of the entries of the second annual Horse Show to be held at Manila on the 11th, 12th and 13th January. There are in all 49 classes, and some sixty cups are being offered for first and second prizes. An attractive booklet advertises both the Horse Show and the Manila Carnival which takes place from the 2nd to the 9th January. From a Manila paper we learn that one of the most satisfactory features of the coming Carnival is the great interest which local merchants are taking in all kinds of concessions. The Carnival headquarters are literally swamped with applications for space on the Carnival grounds. Last year the first Carnival was a matter of speculation. This year it is a "go" and all concessions are sure to be good paying propositions.

Lt.-Colonel Watson, late Commandant of the S. V. C., left Shanghai by the last English mail and was accorded a send-off that the N.C. Daily News describes as unique in local annals. His carriage was drawn down to the jetty by eight artillery ponies, with outriders, and escorted by detachments of the Light Horse and the Mounted Infantry. At the Customs jetty a large number of volunteers from all units of the Corps were drawn up to bid farewell to their Chief. After inspecting them Colonel Watson went down to the jetty to find it thronged with people. Nearly all the officers of the S. V. C. and S. M. P. as well as representatives of the Customs, the Consulates, and the Municipal Council were present, and numbers of volunteers who had been unable to don their uniforms and fall in with their comrades were present in uniform. Loud cheers were given as the hour for the departure of the tender struck, and when the *Gutzlaff* moved away from the jetty there was another enthusiastic outburst of cheering.

Particulars of the death by drowning of Mr. Barlow, of the firm of Messrs. Tait & Co. of Taipai, recently announced in our columns, are now to hand. It appeared from the evidence given at the inquest that Mr. Barlow and Mr. F. C. Hogg went out in a boat on the river to have a swim. Mr. Hogg had got into difficulties in deep water. Mr. Hogg went to the rescue and managed to get his friend to the shore. Subsequently, however, Mr. Barlow was carried away by the current. Mr. Hogg again went to his assistance and made a plucky attempt to get him to land. The drowning man clutched him, however, and, after a desperate effort to gain a place of safety, Mr. Hogg, finding that they were both drowning, was obliged to free himself and make for the shore, which he eventually reached with much difficulty in a completely exhausted condition. At the inquest held by the Japanese authorities the cause of Mr. Barlow's death was given as heart failure. The tragic occurrence caused the deepest regret among the foreign residents at Taipai and much sympathy is felt with Mr. Hogg at the failure of his gallant efforts to save his friend.

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## TELEGRAMS.

## "DAILY PRESS" EXCLUSIVE SERVICE.

## DEATH OF A SUGAR KING.

LONDON, December 28th.

The death is announced of Mr. Claus Spreckels, a wealthy American sugar merchant and a large shareholder in the Oceanic Steamship Company.

## THE TURKISH PARLIAMENT.

LONDON, December 28th.

The Turkish Parliament has been inaugurated with complete success.

## VENEZUELA.

LONDON, December 28th.

A peaceful revolution has been accomplished in Venezuela and everything is reported quiet.

FRENCH PRESIDENT  
ASSAULTED.

LONDON, December 27th.

President Fallières was knocked down in the streets of Paris by an unemployed waiter. The President happily was uninjured.

## BOXING CHAMPIONSHIP.

LONDON, December 27th.

Johnson has defeated Burns in the Boxing Championship at Sydney after a contest of fourteen rounds.

CHINESE SEIZE ANOTHER  
STEAMER.

CANTON, December 28th.

The Chinese authorities have seized the steamer "Tai On" near Chutuan-shan and brought her to Canton.

It is alleged that the "Tai On" is not a British steamer, though she has been flying the British flag.

An inquiry is proceeding at the yamen of Admiral Li Tsun.

[The s.s. *Tai On* we learned, on inquiry at the Harbour Office yesterday, is a British steamer owned by the *Tai On* s.s. Company. She is trading between Hongkong and Kowloon on the West River, and on her last trip to Kowloon, it is reported that she collided with a Chinese theatrical junk and sank it. As a result of the collision thirteen people were drowned, and their relatives and the rescued junk people claimed \$4,000 as compensation from the owners of the steamer. The owners declined to entertain this amount, but offered to pay \$1,000. This was deemed sufficient by the claimants and the result has been the seizure of the *Tai On* by two Chinese gunboats.

At the time of the arrest of the steamer she had not her register on board, it being the custom, we understand, for her to leave it at her first port of call and obtain it on her return trip to Hongkong. The absence of the register would no doubt lead Chinese officials to the conclusion that the vessel was not British. The *Tai On* is commanded by Captain Lawrence and carries European officers.

We were informed late last night that the steamer *Tai On* has been released, the Chinese Authorities having satisfied themselves that she is a British steamer.

## REUTER'S SERVICE.

## THE RIOTS IN PARIS.

LONDON, December 26th.

Fifty-two police and Republican Guards were injured during the recent riots; fifty-six of the rioters will be prosecuted.

## LATER.

The unpopular medical examination has been withdrawn and M. Clemenceau has censured the chief of police for introducing police into the examination hall simulating candidates.

ASSAULT ON PRESIDENT  
FALLIÈRES.

LONDON, December 26th.

While walking in the morning in Paris with his secretary and A.D.C., President Fallières was seized by the neck by a waiter named Mattis who tried to pull the President's beard. Mattis was arrested. He is supposed to be a Royalist. He grappled with the President and rolled him on the ground. President Fallières, whose ear was scratched and stick broken, proceeded with his walk and lunched with his usual appetite.

## RUSSIA.

LONDON, December 26th. The Duma has adopted a resolution warmly sympathising with the kindred Slav peoples, and hoping that the Government will safeguard their interests.

## JAPAN.

## [FROM OUR CORRESPONDENT.]

TOKYO, Dec. 17.

## A TRAMWAY COMPANY PROBLEM.

The affairs of the Tokyo Railway Company are now, with the approach of the year end, attracting great attention, for it may be said without exaggeration that a crisis has arrived in the history of the company. The half-yearly meeting will be held on the 20th, when shareholders will be asked to give their approval to a balance sheet in which for the first time dividends are considered of secondary importance and large sums are set aside for depreciation and reserve. Even the directors forego their customary bonus, 50,000 yen, because of their determination to reform the company's position. The accounts show a net revenue of 1,642,403 yen. Instead of using the bulk of this in a seven or eight per cent. dividend as on previous occasions the directors propose to dispose of it as follows:—To reserve for depreciation 500,000 yen, to amortisation fund 175,000 yen, to dividend at 4 per cent. 870,000 yen, carried forward together with sum from last account, over 200,000 yen.

## THE NEW POLICY.

No conservative business man could find fault with this balance sheet, but in a country where such substantial methods of business are not at all common, the balance sheet of the Tokyo Railway may be indeed described as novel. But it is necessary, and had it been the practice of the company from the first to look ahead in this way the shareholders would have been a more satisfied body of men to-day. Indeed, the conviction grows upon one the more the affairs of this company are studied that there has been mismanagement and shortsightedness from the first. When, a few years ago, the Tokyo Railway Company, with a subscribed capital of 60,000,000 yen, was formed by the amalgamation of the three existing tramway companies, an agreement was entered into with the city authorities, the one-sided character of which was not then realised. The company, apparently, blindly entered into this agreement, which bound it

## SHIPPING NOTES.

The cargo of the British steamer *Kalomo*, which was destroyed by fire at Singapore and consigned to Manila. On board the *Kalomo* and lost with the vessel, were 86,000 pesos worth of goods for the Bureau of Supplies and 2,000 new books for the American circulating library of Manila. Vast quantities of Christmas goods were among the cargo. Messrs. Erlanger and Gallingher, of Manila, are among the heaviest sufferers from the disaster, their loss including fourteen motor cycles and a large consignment of shoes for the enlisted force of the Philippines constabulary, manufactured under contract with that firm in the United States. The opening of the Palomar Park, Manila's "Coney Island," will be retarded indefinitely by the sinking of the *Kalomo*, the fixtures and materials for which were imported by Mr. M. A. Clark and coming over on the vessel, having been lost. The wonderful scenic railway which was to delight old and young, at the great Tondo playgrounds, has found a resting place at the bottom of the sea, a plaything for the pranks of the finny denizens of the deep. The vessel was a modern freight carrier of 6,110 tons displacement, built only last year at Port Glasgow by R. Duncan and Co., Ltd. The *Kalomo* was owned by the Buckland S. S. Lines, Ltd., and for some time past had been under charter to the American Mandurian Steamship Company, plying between the Atlantic seaboard and Oriental ports.

The fire on the China Navigation Company's steamer *Tsinan*, which occurred recently when the steamer was a few hours out from Kobe, broke out among bales of cotton. This cotton had been loaded at Shanghai, and that portion of the hulks affected by the fire was destined for Yokohama. There were on board at the time 480 hales of raw cotton, and 200 packages of hemp, and the damage done is estimated at 50,000 yen. Most of the cargo was insured in Shanghai offices. It appears that a Japanese coolie was found in the hold in a very exhausted condition. When the officers were trying to trace "the smell of something burning" they heard sounds of knocking in the hold, and thus discovered the coolie and the fire at the same time. Two boxes of matches were found in the coolie's possession, but no tobacco. He stated that he had been smoking in the hold, in company with other coolies, whilst working in the harbour of Kobe, but missing the boat which conveyed the coolies back to shore, he concealed himself in the hold. It is believed, however, that the man was attempting to travel to Yokohama free of charge. He was handed over to the police.

We notice that the well known coaster, the *Kuung Sang*, lying at the Hongkong and Kowloon's West Point wharf is gallantly decorated. This is not only in honour of the festive season, but because she is at present on her 100th regular trip from Shanghai and Swatow to Hongkong and Canton. She has met with great good fortune for during the whole time she has never, to use a nautical expression, broken a rope-yarn. Her owners, the Indo-China Company, as well as her genial commander Capt. W. P. Parker are to be congratulated on the performance. May the *Kuung Sang* make her next century with the same success!

The Asia being with us again, perhaps one of the officers will favour the public by answering the questions in the following letter which we find in a Manila contemporary to hand by the latest Mail:

"Having noted, in the *Hongkong Daily Press* of December 10th, that the s.s. *Asia*, due here to-day, after encountering typhoon, when clearing tubes, found that sixteen fish had got down the funnel, in the interests of all concerned I would ask: Did these fish jump down the funnel for shelter and warmth, or were they merely dipped up as the ship rolled, and also, what description of fish were they—dolphins, porpoises or whales? Any information in this respect will obligingly be cheerfully—ENQUIRER."

P.S. Also were the fish properly cooked when found, and were they served as a part of the Asia's famous cuisine?

On her last trip to Cebu the s.s. *Hoichow* rescued three Chinese seamen from a wrecked junk some 80 miles from Hongkong. The sailors were taken the round trip and back to Hongkong yesterday. A number of the inhabitants of Cebu entertained the seamen while the *Hoichow* was at that port, and before they left a collection was made on their behalf, and the sum of 300 pesos realised. The sailors were yesterday handed over to the Registrar-General.

The Pacific Mail liner *Mongolia*, on her last outward trip was christened "the royal yacht" at Honolulu on account of the number of royalties among its passengers. The passengers, of whom there were 556, included a queen, a princess, two princes and a viceroy, and from the liner's fore there fluttered the royal dragon flag of China. The liner looked like a yacht as it rounded to off the large office in the early morning sunshine. Freighted with a cargo that trimmed the hull to show its line to best advantage the *Mongolia*'s paint work was fresh and the brass work shining. It was big for a yacht, but it looked the part just the same.

A certificate has been granted to the T.K.K. steamer *Chiyo-maru* by the Japanese Communications Department stating that the vessel is qualified to receive the bounty provided by the Steam Navigation Encouragement Law for a period from the 14th instant to November 26th next year. A similar certificate valid from the 15th instant to October 24th next year, has been granted to the N.Y.K. steamer *Hirano-maru*. Now in port on her maiden trip to Europe.

A somewhat serious collision occurred at Woosung last week, by which a cargo boat and a valuable cargo of hides were sunk and a number of coolies had narrow escapes from drowning.

The registered cargo boat No. 6, belonging to the Shanghai Tug and Lighter Co., was lying alongside the N.Y.K. steamer *Wakasa Maru*, unloading hides into the steamer for transhipment to Europe, and while the coolies were engaged in their work the M.B.K. steamer *Assoan Maru*, 1,217 tons, Captain Tsuji, from Japan with a cargo of coal, was observed coming into Woosung at a good speed. She did not appear to be altering her course, but seemed to be making straight for the mail steamer alongside of which were a number of lighters. When it was seen that a collision was inevitable the coolies on boat No. 6 made a scramble to save themselves some jumping on other boats, but before all of them could gain a place of safety the oncoming steamer struck the lighter a terrific blow, tearing the whole side out of the cargo boat, which sank in less than two minutes, leaving those of the crew who had not gained the *Assoan Maru*, when the collision occurred, foundering in the river. Fortunately there was no loss of life, though the boat will prove a total loss and her cargo of hides, even if recovered, will be badly damaged. The *Wakasa Maru* was not damaged but it is believed that the *Assoan Maru* sustained some slight damage, though not enough to prevent her from coming up river to her wharf. It is understood that the steering gear of the steamer in some manner became disabled and the ship refused to answer her helm.

The rumour recently circulated in the Japanese press that the Kawasaki Dockyard was to be purchased by the Government owing to the infavourable condition of the business, has been authoritatively denied by the Vice-President of the Company, who adds that at present there is plenty of work on hand in spite of the hulks affected by the fire was destined for Yokohama. There were on board at the time 480 hales of raw cotton, and 200 packages of hemp, and the damage done is estimated at 50,000 yen. Most of the cargo was insured in Shanghai offices. It appears that a Japanese coolie was found in the hold in a very exhausted condition. When the officers were trying to trace "the smell of something burning" they heard sounds of knocking in the hold, and thus discovered the coolie and the fire at the same time. Two boxes of matches were found in the coolie's possession, but no tobacco. He stated that he had been smoking in the hold, in company with other coolies, whilst working in the harbour of Kobe, but missing the boat which conveyed the coolies back to shore, he concealed himself in the hold. It is believed, however, that the man was attempting to travel to Yokohama free of charge. He was handed over to the police.

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The London *Daily Telegraph* says:—Official announcement is made that the load-line regulations for German shipping recently approved by the German Government will be accepted by our Board of Trade as sufficient, if complied with, to satisfy the requirements of the Merchant Shipping Act. In other words, when next October, we proceed to enforce load-line regulations against foreign ships, a German vessel which has complied with German regulations will not be liable to detention, as may be the vessels of other nationalities. In this way a good deal of friction, opening up endless possibilities of difficulty, is likely to be avoided. But that is not the least advantage. If two maritime countries like Great Britain and Germany can come to a reciprocal arrangement on this subject, it is not too much to hope for a general extension of the principle.

It is worth noting that the Port of London will next year include among the vessels regularly frequenting it no fewer than nine passenger steamers of the newest and largest class. There is first of all the *Minne-saka*, a twin-screw steamship of 14,500 tons just built for the Atlantic Transport Company. Then the P. and O. Company will have three brand new mail boats of 11,000 tons each, running to Australia in its mail service. The Orient Company will also be in possession of five new mail steamers, each of between 11,000 and 12,000 tons, which will also leave at regular intervals, in connection with the Commonwealth mail service. Altogether these nine boats will mark an addition of upwards of 100,000 tons of the most modern and up-to-date steam tonnage. This scarcely looks as though London is going to be left all behind in the race, notwithstanding the dismal predictions which have been uttered respecting the successful rivalry of the competing ports of Southampton.

The directors recommend the payment of a dividend on the Deferred stock at the rate of 62 per cent and a bonus of 3 per cent, or 94 per cent, making, with the dividend in June of 32 per cent, a distribution of 13 per cent on the stock for the year. A balance of £58,425 is carried forward.

At the London Institution, Finsbury Circus, last month, Lord Ronaldsay, M.P., delivered a lecture on "Railway and Commercial Enterprise in China at the Dawn of the 20th Century." After alluding to the enormous mineral resources of the country, he said that at the present time the vast area of the country was traversed by thousands of miles of medieval communications, but it was in the direction of improved communications that China was making most headway under the stimulus of her growing ambitions. The first railways which were built were constructed, controlled, and owned by foreign Governments, but China soon became alive to the danger of these political weapons in the hands of the foreigner. After the war between Russia and Japan the changed attitude of China towards Europe was reflected in her railway agreements. Since the Canton-Kwangtung loan agreement loan contracts had been arranged for the construction of two other important railways—namely, for the Tientsin-Pukou railway and the Hangchow-Ningpo line. In these cases the loans were guaranteed by the Chinese Government, but the railways themselves were not mortgaged, as security, and the European experts had no security in these two ventures realized how great was the change in the conditions under which he had invested his money and probably when it did dawn fully upon him he would make up his mind that next time the Chinese wanted his money they would have to offer him something more than an Imperial edict by way of security.

At Belfast night shifts will be necessary to complete the work at present in hand, and when the vessels under construction are off the ways there are others to follow. In addition to the

## EXEMPLARY SENTENCES.

Mr. J. R. Wood passed exemplary sentences on two natives at the Police Court yesterday, both defendants being found guilty of snatching jewellery from Chinese women. In the first case an old woman was walking along a lane at West Point with her granddaughter when the defendant went up behind her and snatched a gold ear ring from her ear, tearing the flesh of the ear as he pulled the jewel off. The complainant seized the thief, and with the assistance of a Chinese hawker took him to the Police Station. His Worship convicted the defendant on the evidence, sentenced him to twelve months' imprisonment and ordered that he receive twelve strokes of the birch on admission, and twelve on his discharge.

In the other case while a Chinese lady was examining some porcelain at a stall in Queen's Road a man snatched an ear pick from her coiffure and ran away. She gave chase, calling "thief" as she ran. A Chinese detective secured the snatcher and yesterday His Worship sentenced him to six months' imprisonment and 24 strokes of the birch, twelve on admission to jail and twelve on his discharge.

## P. AND O. REPORT.

The report of the directors for the year ended September 30 states that the profit for the year is equal to 9 per cent. on the paid-up capital of £2,520,000. The directors remark that the mileage of the fleet is considerably under that of last year, owing to the number of cargo vessels being laid up instead of being run at a loss, in bad times. The report goes at some length into the questions raised by the seizure in 1904 of the *Malacca* and the *Fornosa* on the Red Sea by a vessel of the Russian Volunteer fleet during the war with Japan. They were subsequently released through the prompt action of His Majesty's Government. It was difficult to assess accurately the damage inflicted on the company by this action on the part of the Russian Government, and the directors "gave chapter and verse" for a claim which they sent through the Foreign Office of £25,000 in damages in the case of the *Malacca* affair. After a delay of more than three years, an offer of £10,000, which the Secretary of State assured the directors was final and could not be amended, was accepted, inadequate as it was. Some observations are made on the inquiry into shipping agreements carried out by the Royal Commission, and the statement submitted by Sir Thomas Sutherland, and the evidence subsequently given by him before the Commission, has been printed as an appendix to the report. In their summary of the operations of the year the directors say:—

At the end of March, which is the close of the financial half-year, the directors were in a position to state that there had been no actual falling-off in the freight receipts, and if they had continued to run all the steamers at their disposal for the remainder of the year these receipts would probably have shown some advance over the figures of the previous year. But with the heavy cost of fuel and other supplies, and the lower trend of freights, it is certain that an increase in revenue would have been attended with a higher corresponding expenditure, and the directors therefore decided to lay up some of the cargo vessels rather than run them at a loss.

As the account stands, there is a falling-off in freight, as compared with last year, of £35,534, which is a little over 2 per cent. on £1,556,615 revenue in 1905-6 under this head. Considering the general state of trade throughout the world, this cannot be held to be a large deficit, especially with a certain number of ships laid up. The different lines vary a little in their results, but the loss of revenue this year might, in fact, be superficially accounted for by the restricted movement of species, which is a business entirely dependent on the exchanges, and is in no sense within the company's control.

The passenger returns show an apparent increase of £17,224, but this is illusory, as without the surtax imposed in consequence of the increase in cost of fuel and provisions, the deficit, as compared with last year, would have been considerable. Seeing that for the three years previous to that now under review the passenger traffic had continued to rise until it was £200,000 above its former limit, some slight reaction might perhaps have been anticipated, but the actual shrinkage during the past 12 months has been phenomenal. The

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## THE SHANGHAI ARSON CASE.

The trial of Paul Floor was concluded last week in the Supreme Court at Shanghai. Accused was charged with feloniously, unlawfully and maliciously setting fire to dwelling-houses No. 131 Range Road with intent thereby to defraud on October 15, 1906. The Jury found the prisoner guilty. Mr. Justice Bourne in passing sentence said:—Paul Floor, you have been tried and quite rightly convicted of one of the worst crimes that a man can be guilty of. It seems to be worse than murder—certainly than murder in hot blood. It is not only the absolute disregard of human life. I shall have to sentence you to two years' imprisonment with hard labour.

When it appeared that the captain had rung down on the actions of Paul Floor for at least another two years and nine months a sensational and unexpected incident took place, the N.C. Daily News says:—After sentence, which was pronounced about 5 p.m. Floor left the Court in the custody of the Chief Constable of the garrison. It was dark at the time, and raining heavily, and as His Majesty's Government does not provide vehicles for taking prisoners back and forwards between the garrison and the Court, there was no alternative but to walk back or put the prisoner in a ricksha. His custodian chose the latter course, and put his charge into a ricksha, at the corner of Yuen-ming-yuen and Peking Roads. Then, jumping into a second ricksha, he followed, as he thought, close behind. At the end of Peking Road, however, the first ricksha turned off in the wrong direction, and when the Constable jumped out, and stopped it, he discovered that the occupant was not Paul Floor. The police were at once informed by telephone, and throughout last evening a vigorous search was made for the convict. At 12.30 a.m. Floor was recognized by P.C. Tulls riding in a ricksha near the Hongkow Fire Station and was promptly arrested.

Another issue our contemporary observes:—Now that the charge of arson against Paul Floor has been disposed of, it would be interesting to know whether any steps will be taken against Mrs. von Herpe (the landlady of the boarding house in which the fire occurred). Mr. Bourne in summing up at the conclusion of the Floor case said, "If he is guilty, she is guilty too. A clear prima facie case of conspiracy has been made out. If Mrs. von Herpe were a British subject she would have been charged with the accused, but as we cannot control other tribunals, our Courts have to do their duty and leave them to do theirs." Mrs. von Herpe is a Belgian. We understand that the police have already made two applications for her arrest, but that on each occasion a warrant was refused.

## FOOCHOW RACES.

The Foochow Echo, reporting the races, says it must be many years since Foochow has seen many first class ponies on its race course and has been fortunate enough to have sufficient riders at hand to fulfil all demands.

Owing to the indefatigable labours of the popular clerk of the course, the track was in excellent condition in spite of the rains of the previous week.

The racing generally was excellent and owners and jockeys should alike feel satisfied.

The last half-mile, 1.01, in the Hongkong Cup was excellent and what was otherwise a slow race resulted in an excellent finish.

What was probably one of the best finishes of the meeting was seen in the last race of the third day, viz. the Legend Cup. Away to an excellent start El Ciro took the lead at the pack straight and led away until the home straight was reached when he was challenged by Spots with Frosty More close behind. It looked as though nothing could save a dead heat, but in the last stride or two Spots went ahead and was declared winner by half a head, about a head separating second and third. The Champion's race was an easy win for Heraldic.

This pony, however, adds another "Champion" win to his list, making the fourth, and his running at this meeting has quite justified his previous performances in Hankow.

A most regrettable accident occurred on the second day in the Foochow Stakes. Mr. Gresson bumped the rails and broke and bruised his leg very badly. He pluckily stuck to his mount and rode a good second on Mohock Chief. He was taken to the Hospital for treatment.

## PLACED PONIES.

|             | 1st | 2nd | 3rd |
|-------------|-----|-----|-----|
| Heraldic    | 4   | 0   | 0   |
| Capital     | 3   | 1   | 2   |
| Kirby       | 2   | 1   | 1   |
| Marvellous  | 2   | 1   | 0   |
| Piper       | 2   | 0   | 1   |
| Frosty More | 1   | 3   | 2   |

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Telegraphic Address: PRESS Codes: A.B.C. 5th Ed. Lieber's. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## NEW YEAR HOLIDAYS.

IN Accordance with Government Notification No. 920 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on FRIDAY and SATURDAY, the 1st and 2nd January, 1909. Hongkong, 29th December, 1908. [1703]

## WANTED.

YOUNG CLERK in Merchants Office, Britisher. One just leaving School, preferred. Knowledge of Shorthand and Typewriting an advantage.

Apply to— Care of "Daily Press" Office, Hongkong, 29th December, 1908. [1704]

THE EASTERN EXTENSION AUSTRALIA AND CHINA TELEGRAPH COMPANY, LIMITED.

## CURRENCY CHARGES ON TELEGRAMS.

SENDERS of TELEGRAMS are hereby notified that from the 1st January, 1909, until further notice, the Currency Charges for Telegrams will be collected at the rate of 40.48 to equal Fr. 1.00.

J. M. BECK, Superintendent, Hongkong, 29th December, 1908. [1705]

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

## HONGKONG STATION.

## NOTICE.

## CURRENCY CHARGES ON TELEGRAMS.

SENDERS of TELEGRAMS are hereby notified that from the 1st January, 1909, until further notice, the Charges for Telegrams will be collected at the rate of Dollars 0.48 to equal Fr. 1.00.

OLAF NIELSEN, Superintendent, Hongkong, 29th December, 1908. [1707]

## KOWLOON CRICKET CLUB.

## FRIDAY NEXT, JANUARY 1ST, 1909.

UNDER the Distinguished Patronage of H.E. SIR F. J. D. LUGARD, K.C.M.G., C.B., D.S.O.

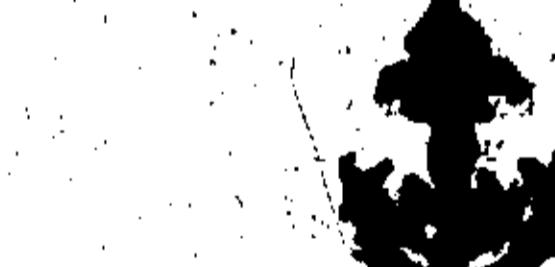
## FOURTH ANNUAL CHILDREN'S SPORTS.

## KING'S PARK KOWLOON.

Children and Parents cordially invited.

## FIRST RACE 2.15 P.M.

Band of 105th Mahratta L.I. Hongkong, 29th December, 1908. [1706]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking cargo at through rates to the BRAZIL to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship "PERSIA" Captain Bartole, will be despatched as above on the 20th January, 1909.

This Steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to—

SANDER, WIELER & Co., Agents, Princes Buildings, Hongkong, 29th December, 1908. [13]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENVORLICH" FROM MIDDLESEBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 1st Jan., will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 7th Jan., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 31st inst., at 11 a.m.

No fire insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents, Hongkong, 29th December, 1908. [1701]

## INTIMATIONS

## NOTICE.

M. R. P. DE CHAMP MORIN having been APPOINTED AGENT for the Messengers Maritimes and Chargeurs Réunis at Hongkong, takes Charge of the above Company's Agency from this Date, Hongkong, 24th December, 1908. [1692]

FOR SALE A Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.

TABLE BILLIARD SETS, SLATE BEDS, from \$40.00. May be seen by appointment.

CHINA EXPRESS CO., 3, DUDDELL STREET, Hongkong, 23rd November, 1908. [1050]

## CHRISTMAS IS COMING.

HOOSAIN ALI & CO., WILL MAKE THE LADIES OF HONGKONG A GENEROUS OFFER FOR ONE MONTH ONLY.

20 PER CENT. DISCOUNT, on previous CHEAP SALE PRICES.

A Large and Varied Assortment of Everything Requisite for Ladies' Wear.

## CALL EARLY.

HOOSAIN ALI & CO., No. 14, Queen's Road Central, Hongkong, 13th December, 1908. [651]

## SINGON &amp; CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Ship Chandlers. Nos. 35 & 37, Hing Loong Street, (2nd Street, west of Central Market) Telephone No. 515. [560]

## XMAS GIFTS

## CAMERAS

OF LATEST AND UP-TO-DATE STYLE. Inspection cordially invited.

## A TACK &amp; CO..

26, Des Voeux Road, CENTRAL, Hongkong, 27th November, 1908. [91]

A LING & CO.. 19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1908. [1443]

G R A C A & CO. (Established 1896) No. 27, Des Voeux Road, opposite the P. & O's Office.

Dealers in Rare Asiatic and Foreign Postage Stamps, and all Other Philatelic Goods. View and Artistic Postcards.

XMAS and NEW YEAR CARDS in Packets of 15 for 40 cents. Also Selected Varieties at Cheapest Rate. Inspection invited. [1373]

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK." A.1. A.B.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3. Extreme Length 722 feet. Length on Blocks 714 " Width of Entrance on Top 962 " Width of Entrance on Bottom 882 " Water on Blocks at Spring Tide 342 "

DOCK No. 1. Extreme Length 523 feet. Length on Blocks 513 " Width of Entrance on Top 88 " Width of Entrance on Bottom 77 " Water on Blocks at Spring Tide 62 "

DOCK No. 2. Extreme Length 371 feet. Length on Blocks 350 " Width of Entrance on Top 66 " Width of Entrance on Bottom 53 " Water on Blocks at Spring Tide 22 "

PATENT SLIP. Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINEERS, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready

Short Notice. [908]

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPORTS.

A Comprehensive and Complete Record of the NEWS OF THE FAR EAST.

given in the HONGKONG WEEKLY PRESS,

with which is incorporated

THE CHINA OVERLAND TRADE REPORT, Subscription, paid in advance, \$12 per annum. Postage 32c to any part of the World.

221

## TO LET

## NOTICE.

## TO LET

## NO. 52 CAINE ROAD.

Apply to— SAM WANG CO., LTD.

31, Queen's Road Central, Hongkong, 30th September, 1908. [90]

## TO LET.

## 2, BEACONSFIELD ARCADE, facing

the Parade Ground.

A 6-ROOMED HOUSE Furnished or

Unfurnished at the Peak.

No. 2, CAMERON VILLAS, Furnished, 61

Peak, from end of March, 1909.

No. 55 ELGIN TERRACE,

BEACONSFIELD ARCADE, Fine Offices

and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL,

First & Top Floors, (over Calibek MacGregor).

OFFICES in Queen's Road Central.

ROBINSON TERRACE—HOUSES,

A GODOWN in Duddell Street.

Apply to— LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings,

Hongkong, 24th December, 1908. [89]

## TO LET.

## FROM 1st MARCH, 1909, a FURNISHED

HOUSE at No. 1, Gough Hill, the Peak.

Apply to— THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 1st December, 1908. [1601]

## TO LET.

## A BEETHOLWYN, PEAK ROAD, from

1st March next. Excellently Furnished,

Hot and Cold Water laid on. Tennis Court

and Swimming Bath.

Apply to— HUMPHREYS, ESTATE AND

FINANCE CO., LTD.

Hongkong, 6th October, 1908. [372]

## TO LET.

## "CRAGSIDE" BARKER ROAD PEAK.

Furnished, from 17th March next.

Tennis Court.

Apply to— A. H. SKELETON,

Lane, Crawford & Co.

Hongkong, 23rd November, 1908. [1597]

## STORAGE.

## FOR COAL, TIMBER, &amp;c.

TO LET, a Portion of MARINE LOT

No. 285 at NORTH POINT. Suitable

for above Purposes. EXTENSIVE WATER

FRONT, DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36

ON PRAYA EAST. Approximate AREA

43,000 SQUARE FT. 999 YEARS LEASE.

For Particulars, apply—

GIBB, FENWICK & CO., LTD.

Hongkong, 8th June, 1908. [84]

## TO LET.

## NO. 14, SEYMOUR TERRACE. Possession from 1st January, 1909.

Apply to— THE COMPAEADORE DEPARTMENT,

MESSE. GIBB, LIVINGSTON & CO.,

St. George's Building.

Hongkong, 2nd December, 1908. [1634]

## TO LET.

## OFFICES in ALEXANDRA BUILDINGS.

Apply to— SECRETARY.

A. S. Watson & Co., Limited.

# PREMIUM BONDS

We are the largest dealers in the world in these attractive securities.

## WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at par, with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

### EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from £5 to £20.

Write for Handbook, sent post free.

SHILLING, GLYN & CO., BIRMINGHAM, 3, Rue de la Somme, PARIS (FRANCE).

## ALL MEN WERE EQUALLY RICH.

### MULTI MILLIONAIRES ON WHAT WOULD HAPPEN.

The fallacy of the State ownership of capital, one of the leading Socialist doctrines, is vigorously exposed in articles by the world's greatest millionaires, Mr. John D. Rockefeller and Mr. Andrew Carnegie, in the Christmas number of the *World's Work*.

There is a striking similarity in the arguments of both, though Mr. Carnegie develops his theme more fully.

"All that the millionaire can get out of life is superior food, raiment and shelter," says Mr. Carnegie. "Only a small, a very small, percentage of all his millions can be absolutely wasted."

When the Socialist, therefore, speaks of all wealth going back to the State, he proclaims no great change in its mission. The State, sole owner, would use it just as the owners now use all but a fraction of it; that is invest it in some of the multifarious ways leading to the reward of labour."

Mr. Carnegie supposes that a philanthropist has decided to not on the Socialist ideal of distributing his wealth equally among the poor. He gives his money to the crowding thousands, and returns at night to see the result, and shudders at the vision that presents itself.

"Are these indeed men and women, or only debased wretches in a human form?" he asks. "Is it not evident to all that the first and indispensible work of the Socialist is the elevation of humanity to that standard of conduct which would ensure the wise and sober use of beneficence?"

### £70 FOR EACH PERSON.

"Imagine," Mr. Carnegie says, "every man, woman, and child in Britain receiving £70, which is one's proportion of the national wealth if equally divided. What would be the result? Saturation for a time, then rich and poor as before slowly emerging, the last state worse than the first."

"It is self-evident that there is at present no foundation on which wealth can be equally distributed."

He emphasizes the point that only competence is durable, and wealth non-essential.

The article must have been written before Sir Christopher Furness outlined his scheme of co-operation, for Mr. Carnegie presents the idea of profit-sharing as a solution for the pressing problem of the age.

"Co-partnership," he says, "tends to bring a realising sense of the truth to both labour and capital that their interests broadly considered, are mutual."

Mr. Rockefeller's views coincide with Mr. Carnegie's.

"While men of wealth control great sums of money," says the richest man in the world, "they do not and cannot use them for themselves."

"Up to the present time no scheme has yet presented itself which seems to afford a better method of handling capital than that of individual ownership."

"We might put out money into the Treasury of the nation and of the various States, but we do not find any promise in the national or State Legislatures, viewed from the experiences of the past, that the funds would be expended for the general weal more effectively than under the present methods, nor do we find in any of the schemes of Socialism a promise that wealth would be more wisely administered for the general good."

### THE PANAMA CANAL.

Dr. Vaughan Cornish delivered a lecture on "The Panama Canal in 1903" before a meeting of the Royal Geographical Society, held last month at the Theatre, Burlington-gardens, London. Major Leonard Darwin, the president, occupied the chair, and there was a large attendance.

Dr. Cornish, after observing that during April of the present year he, with the sanction of the American Government, made a careful examination of the Panama Canal works, and of the conditions of life on the Isthmus, said he found that the organization had been perfected since his previous visit in January, 1907; and that the work was proceeding smoothly and with such speed that, if the present rate of progress were maintained, the canal would be open in 1915. The making of the canal involved two tasks—namely, excavation and the construction of dams and locks. The controlling feature of the scheme was the great dam at Gatun, which would retain a lake 164 square miles in area, that was to say, twice the size of Lake Maggiore. Unfortunately, it was necessary to build the dam upon a bottom consisting partly of clay and partly of gravel and sand. The height would be 1,000 ft. long, and 110 ft. wide; the depth at the bottom 200 ft. It would thus afford a waterway for the largest ships of commerce or war, built, building, or contemplated. The operation and the defence of the canal would be undertaken solely by the United States, but, by the provisions of a Treaty with Great Britain, it would be open on equal terms to navigation by ships of war and commerce of all nations, both in peace and war. Dr. Cornish gave some figures showing the reduction in the steaming distances of ships which would be effected by the canal, which itself would be 41 miles long. From New York to Panama, or say port on the Pacific coast of America north thereof, there would be a reduction of 8,400 miles. From New York to ports on the American Pacific coast south of Panama the reduction would vary from 8,400 to about 1,000 miles, or an average about 5,000 miles. The corresponding reduction from Liverpool to those ports was 6,000 and about 2,000 miles respectively.

"It is environment that makes a man; what he is, and if no steps are taken by the Government to lift a man out of wretched surroundings, how can we hope to improve him?"

"In Germany the State helps the workman. It is not charity; it is assistance needed and deserved. The unemployed there, for instance, are much, better off than they are in this country. I saw none of the heartbreaking processes of beggarage and spiteless men, such as are of daily occurrence here."

"The municipal bursar for the unemployed in Berlin is a magnificent building. There are two divisions, occupied respectively by skilled and unskilled labourers. I saw several applications made by workmen, all of whom looked the very picture of health and strength and ready to do a day's work. They were not loafers; they were not idlers. They were men."

"Germany takes care of her unemployed. A bursar's shoemaker will mend their boots free while they wait, and a tailor will patch up their clothes also without cost."

Germany, remarks the *Express*, is a Protection Country.

### BABIES PLAY, EAT AND SLEEP, AT WHITELEY'S.

Babies, in spite of the decline of the birthrate, are still frequent in London. Nevertheless, a group of four or five "common or garden" babies, as a schoolboy would term them, successfully held the interest of a large crowd one day last month.

The National Society of Day Nurseries could not have hit on a better advertisement for their excellent work than the establishment of a model creche in the window of one of Messrs. Whiteley's along Queen's-road, Bayswater.

There four or five infants can be received. They are first washed in a beautiful porcelain bath, and then introduced to the shop window, which serves as once as dormitory and playroom. Delightful bassinettes and cots are ready for them when they are sleepy. A low table with miniature chairs is provided for such toddlers as are old enough to sit up to meals. There are toys and games of all sorts, and two or three kindly nurses watch their comfort in every way.

The model creche was opened by Muriel Viscountess Haldane, chairman of the council of the National Society. It was a matter of common knowledge, she remarked, that thousands of poor working mothers were compelled to go out to earn their daily bread. In most instances, their helpless babies were handed over to the tender mercies of some ignorant old woman, whose sole desire was to get as many sixpences as she could by crowding the children into one squalid room. Deliberate starving and drugging of babies was not the least evil that followed.

## DISCOVERIES IN TURKESTAN.

### THE TIMBER TRADE OF EASTERN SIBERIA.

A "Report on the Lumber Industry in the Russian Far East," by Mr. Vice-Consul Hodgson, has been issued as a Parliamentary White Paper [Cd. 3728-6]. The account which Mr. Hodgson gives of the forests of the Amur region and the prospects of their commercial development is of substantial interest, as the world is now beginning to realize the threatened inadequacy of its timber supply, and to take a careful stock of the chief productive areas remaining. Comparatively little attention has so far been paid to the utilization of the forests in the Russian Far East, though concessions have been sporadically worked, and a Russian and a British company have lately been included among those which have acquired concession from the Russian Government. According to the estimate of the Forest Department, the Amur and Maritime provinces contain 509,000,000 acres of forest land. It is by no means so densely timbered, however, as the forests of North America. Both hard and soft woods are found in considerable variety; the latter include white cedar, pine, larch, fir, and spruce, and the walnut, ash, and oak.

The right to cut timber on a large scale may be obtained either by way of concession for a term of years or by contract. Recent concessions have been granted for four years only (this being the maximum that the Governor-General can award), with an extra year for taking away the timber felled. Though this period can be extended on application, yet it is generally recognized that it is too short, and efforts, which appear likely to prove successful, are now being made to have regulations on the subject altered and a longer term allowed. Areas which the Government desires to sell are from time to time put up to auction either at Vladivostock or at Khabarovsk, the terms and conditions being published beforehand. They are adjudged to the highest bidder, who is required to pay down the equivalent of the royalty for one year on the number of trees put up to auction, a certain portion of the forest being allotted for each year of the duration of the agreement. Moreover, in the case of felling rights obtained by auction as well as those obtained in the form of a concession, some money deposit will generally be insisted upon. Felling tickets may also be obtained from the local forest officials, giving the right to cut small quantities of timber on payment of the Government royalty.

At present the Russian authorities insert a clause in all contracts stipulating that Russian labour shall alone be employed. As they are actively encouraging immigration, however, the resultant hindrance to industry may be expected to diminish. The report includes full schedules of the royalty levied on timber of different classes and in the different areas. It also describes the existing facilities for transport and shipping, which are still in a predominantly undeveloped state. Other miscellaneous information includes the terms of the forest regulations and the scale of export duty. There is also an outline map.

### INDIA'S MINERAL SPRINGS.

Why is it that the springs of mineral waters in India have not so far been exploited commercially? Sir Thomas Holland, in his "Sketch of the Mineral Resources of India" refers to this neglect as one of the curious features in connection with Indian minerals, for he says there are "numerous hot and mineral springs." To what extent the value of these is purely fanciful is a matter of small concern for the time being, for whether they have the medicinal properties claimed for them or not, there is no doubt that well-advertised mineral waters have an economic value, which is evident from the fact that numerous varieties from Europe and Japan are scattered over India, and brought to the continual notice of the travelling public in the railway refreshment rooms. Sir Thomas mentions the hot springs at Manikarni in Kulu, where the pilgrims cook their rice in the hot springs close to the Parbat river. Others are at Lasundra, in the Kaire district, and at Nijrab in the Thane district. All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on TUESDAY the 29th inst. at 3 P.M.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized. All damaged packages will be examined on TUESDAY, the 29th Dec., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underwriters. Goods remained unclaimed after TUESDAY the 29th Dec., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th Dec., or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 29th Dec., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Underwriters.

P. NALIN.

Agent.

Hongkong, 22nd December, 1908.

### SHIRE LINE OF STEAMERS, LTD.

#### NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MEXICO, DUBLIN, LONDON AND STRAITS.

#### THE Steamship

### "CARNAVONSHIRE."

Captain Ingram, having arrived from the above Port, Consignee of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignee's risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on TUESDAY the 29th inst. at 3 P.M.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 29th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Underwriters.

Hongkong, 23rd December, 1908. 1690

### NIPPON YUSEN KAISHA.

#### NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

#### THE Company's Steamship

### "SANUKI MARU."

having arrived from the above Ports, Consignee of cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optimal goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by 31st Dec., will be subject to rent.

No Fire Insurance has been effected.

Goods not cleared by 31st Dec., at 4 P.M., will be subject to rent.

No Fire Insurance has been effected.

From BOMBAY, COLOMBO AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo:

From London, &c., ex.s.s. "Victorin."

From Australia ex.s.s. "Moldavia."

From Persian Gulf ex. B. I. S. N. & P. S. N. Co. Steamers.

Optimal goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 31st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the godowns.

For Storage Rates and other particulars, apply to

BUTTERFIELD & SWIRE, AGENTS.

THE OCEAN STEAMSHIP CO., LIMITED.

THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

HOLT'S WHARF.

Hongkong, 15th December, 1908. 1664

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS. January to June, 1908. With INDEX. Price \$7.50.

Obtain at the "HONGKONG DAILY PRESS" Office.

Hongkong, 23rd July, 1908.

E. A. HEWETT, Superintendent.

Hongkong, 24th December, 1908. [1]

### AGENT WANTED.

A high class firm of Berlin Engineers for all branches of Water purifying Machinery want a Representative who has a connection. Apparatus first class, and can compete. Application giving references "H. B." per Friedrich Leibnitz's Ammonia Expedition, Berlin S.W., 68, Linden Strasse 2. [1698]

### NOTICES TO CONSIGNEES

S.S. "TONKIN," COMPAGNIE DES MESSAGERIES MARITIMES.

#### NOTICE.

CONSIGNEES of cargo from London ex.s.s. "Charente" and "Matapan" from Havre ex.s.s. "Charente" and "Matapan" from Bordeaux ex.s.s. "Cambria" and "Ville d'Arras" in connection with above Steamer are hereby informed that their goods with exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or

## SHIPPING.

## ARRIVALS.

ASA, American str., 2,936, Grankroger, 23rd December—San Francisco 1st Dec., Mail and General—O. & O. Co.  
DALIN MARU, Japanese str., 1,580, I. Sakurai, 29th Dec.—Svatov 27th Dec., General—Osaka Shosen Kaisha.  
HELENE RICKMERS, German str., Belling, 28th Dec.—Möji 22nd Dec., Coal—Mitsui Bussan Kaisha.  
HIRANO MARU, Japanese str., 5,282, H. Fraser, 24th Dec.—Yokohama 16th Dec., Rice and General—Nippon Yusen Kaisha.  
KWANGGANG, British str., 1,423, Palmer Baker, 24th Dec.—Shanghai and Svatov 27th Dec., General—Jardine, Matheson & Co.  
ORANGE BRANCH, British str., 2,197, J. Mc. Clelland, 27th Dec.—Sydney via ports 17th Nov., Sleepers and General—Dudwell & Co.  
PEMVENTH, British str., 1,065, J. H. Scott, 26th Dec.—Seiton 23rd Dec., General—Chinese.  
LINAN, British str., 1,350, C. C. Williams, 23rd Dec.—Wuhu via Chinkiang and Shanghai 24th Dec., Rice—Butterfield & Swire.  
LOONGSANG, British str., 1,059, S. J. Payne, 27th Dec.—Maula 24th Dec., General—Jardine, Matheson & Co.  
TAKASAKI MARU, Jap. str., 2,943, Mackie, 23rd Dec.—Kobe 20th and Moji 22nd Dec., Doc., General—Nippon Yusen Kaisha.  
WAINGH, British str., 1,170, W. R. Bichard, 28th Dec.—Chinkiang 24th Dec., General—Jardine, Matheson & Co.  
ZAFINO, British str., 1,619, R. Roigier, 28th Dec.—Manila 24th December, General—Shewan, Tomes & Co.

CLEARANCES,  
AT THE HARBOUR MASTER'S OFFICE  
23rd December.

Araki Maru, Japanese str., for Amoy.  
Bonvich, British str., for Nagasaki.  
Borneo, German str., for Sandakan.  
Chengyuan, British str., for Svatow.  
Haitan, British str., for Svatow.  
Helen, German str., for Svatow.  
Lenon, British str., for Canton.  
Mathilde, German str., for Haiphong.  
Moyne, British str., for Singapore.  
Scandia, German str., for Colombo.

## DEPARTURES.

23rd December.  
CHINKIANG, British str., for Amoy.  
HIN FUNG, Chinese str., for Shanghai.  
KWONGGANG, British str., for Canton.  
LANDAT SCHIFF, Ger. str., for Canton.  
MENFOO, Chinese str., for Canton.  
PROTEUS, Norwegian str., for Canton.  
RAINA, Norwegian str., for Canton.

## SHIPPING REPORTS.

The British str. Linan reports: Strong NEasterly winds and fine weather.  
The British str. Kyongming reports: Light Northerly wind, smooth sea, fine and clear weather.

## VESSELS IN DOCK.

December 28th.  
ABERDEEN DOCK—Borneo, Haiku.  
KOWLOON DOCK—H.M.S. Virago, Prinz Waldersee, Triumph, H.M.S. Fane, H.M.S. Janus, Tigris.  
COSMOPOLITAN DOCK—Derwent, Locum.

## VESSELS ON THE BERTH.

REGULAR STEAMSHIP SERVICE  
(WITH LIBERTY TO CALL AT MALABAR COAST).

## PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.  
S.S. "SIKH" ... On 29th Dec.  
FOR BOSTON AND NEW YORK.  
S.S. "MUNCASTER CASTLE" ...  
On 19th Jan. 09  
For Freight and further information, apply to  
DODWELL & CO., LTD.,  
Agents.  
Hongkong, 25th December, 1908. [128]

UNITED STATES & CHINA-JAPAN  
STEAMSHIP LINE.

FOR NEW YORK AND BOSTON VIA  
SUEZ CANAL.  
(With Liberty to Call at Malabar Coast.)

THE Steamship  
"INDRAWADI,"  
Captain Williams, will be despatched as above  
on TUESDAY, the 5th January, 1909.  
For Freight apply to  
JARDINE, MATHESON & CO.,  
Agents.  
INDRA LINE LTD.,  
Hongkong, 14th December, 1908. [1658]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin, and QUEEN-  
LAND PORTS, and taking through Cargo  
to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship  
"EMPIRE,"  
Captain Helms, will be despatched as above  
on WEDDAY, the 6th Jan., at NOON, 1909.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber which ensures the supply of Fresh Pro-  
visions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.

A Stewardess and a duly qualified Surgeon  
are carried.

N.B.—To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.

For Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 29th December, 1908. [1681]

"SHIRE" LINE OF STEAMERS  
LIMITED.

FOR LONDON, ANTWERP AND  
HAMBURG.

THE Steamship  
"CARNARVONSHIRE,"  
will be despatched for the above Ports about  
end of January, 1909.  
For Freight and Passage, apply to  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 25th December, 1908. [1695]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

| DESTINATION                                     | VESSEL'S NAMES      | FLAG & B&G | BERTH | CAPTAIN               | FOR FREIGHT APPLY TO          | TO BE DESPATCHED            |
|---|---------------------|------------|-------|-----------------------|-------------------------------|-----------------------------|
| LONDON & ANTWERP, via SINGAPORE, &c.            | SICILIA ...         | Brit. str. | —     | C. W. Watkins, E.N.E. | P. & O. S. N. Co.             | To-morrow.                  |
| LONDON & ANTWERP                                | GLENEARNS ...       | Brit. str. | —     | Haughton              | MCGREGOR BROS. & GOW          | On 6th Jan.                 |
| LONDON & via CANAL PORTS OF CALL                | ASSAYE ...          | Brit. str. | —     | C. L. Daniel          | P. & O. S. N. Co.             | On 9th Jan. at Noon.        |
| LONDON, ANTWERP & HAMBURG                       | CAENARYSHIRE ...    | Brit. str. | —     | ... ...               | SHEWAN, TOMES & CO.           | End of January.             |
| ROTTERDAM & HAMBURG VIA STRAITS, &c.            | DEON OF OGL ...     | Gor. str.  | —     | ... ...               | HAMBURG-AMERICA LINER         | On 5th Jan.                 |
| HAVRE & HAMBURG VIA STRAITS, &c.                | IPERIA ...          | k. w.      | —     | Luning ...            | HAMBURG-AMERICA LINER         | On 11th Jan.                |
| HAVRE & HAMBURG VIA STRAITS, &c.                | BARCELONA ...       | Gor. str.  | —     | Porstens ...          | HAMBURG-AMERICA LINER         | On 25th Jan.                |
| HAVRE & HAMBURG VIA STRAITS, &c.                | C. FEED, LAEISZ ... | Gor. str.  | —     | Wagner                | HAMBURG-AMERICA LINER         | On 28th Jan.                |
| HAVRE & HAMBURG VIA STRAITS, &c.                | SLAVONIA ...        | Gor. str.  | —     | Peter                 | HAMBURG-AMERICA LINER         | On 22nd Feb.                |
| HAVRE & HAMBURG VIA STRAITS, &c.                | ANDALUSIA ...       | Gor. str.  | —     | ... ...               | HAMBURG-AMERICA LINER         | On 27th Feb.                |
| HAVRE & HAMBURG & OPENHAGEN                     | SIAM ...            | Dan. str.  | —     | ... ...               | MELOCHE & CO.                 | Beginning of January.       |
| MARSEILLE, &c., via PORTS OF CALL               | ERNEST SIMONS ...   | Fr. str.   | —     | Girard                | MESSAGERIES MARITIMES         | On 5th Jan. at 1 P.M.       |
| MARSEILLE & LONDON VIA FOMBAT                   | MAGEDONIA ...       | Brit. str. | —     | C. D. Bennett, E.N.E. | P. & O. S. N. Co.             | On 20th March.              |
| MARSEILLE & LONDON & ANTWERP                    | HIRANO MARU ...     | Jap. str.  | —     | H. Kruse              | NIPPON YUSEN KAISHA           | To-morrow, at Daylight      |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | SADO MARU ...       | Jap. str.  | —     | Geo. Anderson         | NIPPON YUSEN KAISHA           | On 29th Jan. at D'light     |
| MARSEILLES, LONDON & ANTWERP                    | BINGO MARU ...      | Jap. str.  | —     | A. Christensen        | NIPPON YUSEN KAISHA           | To-morrow, at Noon.         |
| MARSEILLES, LONDON & ANTWERP                    | PRINCESS ALICE ...  | Gor. str.  | —     | H. Formes             | MELCHERS & CO.                | On 10th March.              |
| MARSEILLES, LONDON & ANTWERP                    | PESSINA ...         | Ans. str.  | —     | G. Rott               | SANDER, WINKLE & CO.          | On 20th Jan.                |
| MARSEILLES, LONDON & ANTWERP                    | SIKE ...            | Brit. str. | —     | Bartole               | DODWELL & CO., LTD.           | To-day.                     |
| MARSEILLES, LONDON & ANTWERP                    | INDRAWADI ...       | Brit. str. | —     | Williams              | JARDINE, MATHESON & CO., LTD. | On 21st Jan.                |
| MUNCASTER CASTLE                                | MONTAGLE ...        | Brit. str. | 2 h.  | ... ...               | DODWELL & CO., LTD.           | On 18th Jan.                |
| EMPEROR OF JAPAN                                | SHINANO MARU ...    | Jap. str.  | 1 h.  | ... ...               | CANADIAN PACIFIC R. CO.       | On 16th Jan. at 7 A.M.      |
| MONTEAGLE                                       | INVERIO ...         | Brit. str. | —     | K. Keward             | NIPPON YUSEN KAISHA           | On 2nd March at Noon.       |
| SHIANGMA ...                                    | TANGO MARU ...      | Jap. str.  | —     | J. Boyd               | DODWELL & CO., LTD.           | On 14th Jan.                |
| CHANGSHA ...                                    | CHANGSHA ...        | Brit. str. | —     | Wm. Thompson          | NIPPON YUSEN KAISHA           | On 19th Jan. at Noon.       |
| PRINZ WALDEMAR                                  | PRINZ WALDEMAR ...  | Gor. str.  | —     | G. W. Ely             | BUTTERFIELD & SWIRE           | On 31st Jan. at 4 P.M.      |
| EMPIRE  | EMPIRE ...          | Gor. str.  | —     | P. T. Hulme           | MELCHERS & CO.                | On 31st inst. at 5 P.M.     |
| KUMANO MARU ...                                 | KUMANO MARU ...     | Jap. str.  | —     | N. Mathieson          | GIBB, LIVINGSTON & CO.        | On 22nd Jan. at Noon.       |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Jap. str.  | —     | H. Seikine            | NIPPON YUSEN KAISHA           | On 19th Feb., at Noon.      |
| WAKAMITA MARU ...                               | WAKAMITA MARU ...   | Jap. str.  | —     | A. Keith              | NIPPON YUSEN KAISHA           | On 4th Jan.                 |
| AWA MARU ...                                    | AWA MARU ...        | Jap. str.  | —     | T. Yamawaki           | NIPPON YUSEN KAISHA           | On 12th Jan. at D'light     |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Jap. str.  | —     | T. Seikine            | NIPPON YUSEN KAISHA           | On 20th Jan. at Noon.       |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Dut. str.  | —     | H. Koeps              | JAVA-CHINA-JAPAN LINER        | Quick despatch.             |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | H. Trowbridge         | BUTTERFIELD & SWIRE           | To-day, at 4 P.M.           |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | A. E. Sandbach        | JARDINE, MATHESON & CO., LTD. | To-day, at 4 P.M.           |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | Robertson             | BUTTERFIELD & SWIRE           | To-morrow, at 4 P.M.        |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | T. Surgeo             | OSAKA SHOSEN KAISHA           | About 31st inst. at D'light |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | E. Malchow            | MELCHERS & CO.                | About 2nd Jan.              |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | H. S. Bradshaw        | P. & O. S. N. CO.             | About 4th Jan.              |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | Rehufat               | MESSEAGERIES MARITIMES        | About 8th Jan.              |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | J. D. Andrews, E.N.E. | P. & O. S. N. CO.             | On 11th Jan. at Noon.       |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | Block                 | MELCHERS & CO.                | Middle of January.          |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | Passmore              | HAMBURG-AMERICA LINER         | On 3rd Jan.                 |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | A. W. Outerbridge     | HAMBURG-AMERICA LINER         | On 17th Jan.                |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | S. J. Payne           | JAYA-CHINA-JAPAN LINER        | Quick despatch.             |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | E. Rodger             | OSAKA SHOSEN KAISHA           | To-day, at 4 P.M.           |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | A. Somerville         | BUTTERFIELD & SWIRE           | To-day, at 4 P.M.           |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | P. H. Rolfe           | JARDINE, MATHESON & CO., LTD. | On 9th Jan. at Noon.        |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | R. W. Almond          | SHEWAN, TOMES & CO.           | On 31st inst. at 8 A.M.     |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | F. Sembl              | MELCHERS & CO.                | To-morrow.                  |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | A. Mockler            | NIPPON YUSEN KAISHA           | To-day, at Noon.            |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Brit. str. | —     | E. J. Tadd            | JARDINE, MATHESON & CO., LTD. | Quick despatch.             |
| YAWATA MARU ...                                 | YAWATA MARU ...     | Dut. str.  | —     | Pender                | JAYA-CHINA-JAPAN LINER        | ... ...                     |

## VESSELS ON THE BERTH

## "GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

## THE Steamship

## "GLENEARNS"

Captain Houghton, will be despatched as above on WEDNESDAY, the 6th January, 1909.

For Freight, apply to

MCGREGOR BROS. & GOW.

Hongkong, 19th December, 1908. [1678]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

| FOR                    | STEAMERS           | TO SAIL                   | REMARKS                 |
|------------------------|--------------------|---------------------------|-------------------------|
| LONDON and ANTWERP     | SICILIA            | On 30th Dec.              | Freight and Passage.    |
| VIA SINGAPORE, PEN.    | ANG, COLOMBO, PORT | Capt. C. H. Watkins, R.N. | On 30th Dec.            |
| SAIL and MARSEILLE     |                    |                           | Passage.                |
| SHANGHAI, MOJI, KOBE   | NYANZA             | About 2nd Jan.            | Freight and Passage.    |
| SHANGHAI               | DELHI              | About 8th Jan.            | Freight and Passage.    |
| LONDON VIA USUAL PORTS | ASSAYE             | Noon, 9th Jan.            | See Special<br>OF CALL. |
|                        | Capt. C. L. Daniel |                           | Advertisement.          |

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 29th December, 1908.

**CHINA NAVIGATION CO.,  
LIMITED.**

**SAILINGS SUBJECT TO ALTERATION.**

| FOR   | STEAMERS    | TO SAIL               |
|---|-------------|-----------------------|
| HOIHOW and HAIPHONG   | "HUEPEH"    | On 29th Dec., 10 A.M. |
| MANILA and SHANGHAI   | "TEAN"      | On 29th Dec., 3 P.M.  |
| CHEFOO and DALNY  | "KASHING"   | On 29th Dec., 4 P.M.  |
| SHANGHAI  | "HANYANG"   | On 29th Dec., 4 P.M.  |
| SWATOW, FOOCHOW and SHANGHAI  | "SHAOHSING" | On 29th Dec., 4 P.M.  |
| MANILA  | "YUNNAN"    | On 30th Dec., Noon.   |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY | "TAMING"    | On 5th Jan., 5 P.M.   |
| NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH  | "CHANGSHA"  | On 5th Jan., 4 P.M.   |

MANILA STEAMERS &amp; TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

Cargo booked through for all Australian, New Zealand and Tasmania Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA

TELEPHONE 36, AND AUSTRALIAN PORTS.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS

11

**INDO-CHINA S. NAV. CO., LTD.**

**PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).**

| FOR                           | STEAMERS    | TO SAIL                      |
|-------------------------------|-------------|------------------------------|
| SINGAPORE, PENANG & CALCUTTA  | "LAISANG"   | Tuesday, 29th Dec., Noon.    |
| SHANGHAI                      | "HANGSANG"  | Tuesday, 29th Dec., 4 P.M.   |
| MANILA                        | "FOOSHING"  | Wednesday, 30th Dec., 4 P.M. |
| MANILA                        | "LOONGSANG" | Thursday, 31st Dec., 4 P.M.  |
| SETHAL, YOKOHAMA, KOBE & MOJI | "YUENSANG"  | Friday, 8th Jan., 4 P.M. 09  |
|                               | "FOOKSANG"  | Monday, 11th Jan., Noon. 09  |

**FOR THE MANILA CARNIVAL.**

FEBRUARY 2ND TO 9TH, 1909.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., LTD., Hongkong, 29th December, 1908.

GENERAL MANAGERS

16

**OSAKA SHOSEN KAISHA**

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

| FOR            | THE CO.'S S.S.               | LEAVING                          |
|----------------|------------------------------|----------------------------------|
| TAMSUI         | VIA SWATOW { "DALIN MARU"    | TUESDAY, 29th Dec., at 4 P.M.    |
| AMOY           | }, Capt. I. SAKURAI          |                                  |
| SHANGHAI       | VIA SWATOW, { "CHOSHUN MARU" | THURSDAY, 31st Dec., at Daylight |
| AMOY & FOOCHOW | }, Capt. T. SUGAWA           |                                  |

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 29th December, 1908.

T. ARIMA, Manager

13

**DOUGLAS STEAMSHIP CO.  
LIMITED.**

**HONGKONG-SOUTH CHINA COAST PORTS.**

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

| STEAMER           | FOR                    | LEAVING                      |
|-------------------|------------------------|------------------------------|
| "HAITAN"          | SWATOW, AMOY & FOOCHOW | TUESDAY, 29th Dec., at Noon. |
| Capt. J. S. Roach | SWATOW, AMOY & FOOCHOW | FRIDAY, 1st Jan., 09         |

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,  
GENERAL MANAGERS.

Hongkong, 29th December, 1908.

1579

**NIPPON YUSEN KAISHA.**

**EXTRA SAILING EUROPEAN LINE.**

FOR GENOA, MARSEILLE, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, AND PORT SAID.

THE CO.'S Newly Built Passenger Steamer

**"HIRANO MARU."**

(Sister ship to the well-known "KAMO MARU," tons 9,000 gross reg., Captain H. Fraser, will be despatched as above on WEDNESDAY, the 30th DECEMBER, at Daylight.

Every known comfort provided on board for travellers: First-class State-rooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room, Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and around the world.

For further particulars apply to—

**NIPPON YUSEN KAISHA.**

Hongkong, 24th November, 1908. [1599]

**NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP CO.)**

**PROJECTED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.**

| DESTINATIONS.  | STEAMERS.      | TONS. | SAILING DATES.                        |
|--|----------------|-------|---------------------------------------|
| MARSEILLE, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID | SADO MARU      | 6227  | WED'DAY, 6th Jan., 09<br>at Daylight  |
| COLOMBO, and PORT SAID   | BINGO MARU     | 6247  | WED'DAY, 20th Jan., 09<br>at Daylight |
| VICTORIA, B.C. and SEATTLE, via SHANGHAI, and YOKOHAMA                       | S SHINANO MARU | 6388  | TUESDAY, 5th Jan., 09 at Noon.        |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE  | S TANGO MARU   | 7463  | TUESDAY, 19th Jan., 09 at Noon.       |
| BOMBAY, via SINGAPORE and COLOMBO  | KUMANO MARU    | 5076  | FRIDAY, 22nd Jan., 09 at Noon.        |
| KOBE   | YAWATA MARU    | 3817  | FRIDAY, 19th Feb., 09 at Noon.        |
| KOBE and YOKOHAMA  | TAKASAKI MARU  | 4370  | WED'DAY, 30th December.               |
| NAGASAKI, KOBE and YOKOHAMA  | WAKAMIYA MARU  | 4421  | MONDAY, 4th January.                  |
|  | AWA MARU       | 6309  | WED'DAY, 13th Jan., 09 at Daylight    |
|  | YAWATA MARU    | 3817  | WED'DAY, 20th Jan., 09 at Noon.       |

\* Omitting Yokohama.

† Fitted with Marconi's System of Wireless Telegraphy.

‡ Cargo only.

† Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Office in Prince's Building, First Floor, Chester Road.

T. KUSUMOTO,

MANAGER. 356

Hongkong, 29th December, 1908.

**EAST ASIATIC CO., LTD.**

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

**RUSSIAN EAST ASIATIC CO., LTD.**

ST. PETERSBURG &amp; VLADIVOSTOCK.

**SWEDISH EAST ASIATIC CO., LTD.**

GOTHENBURG.

**PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.**

| DESTINATION                     | STEAMERS | DATE OF SAILING.      |
|---------------------------------|----------|-----------------------|
| MARSEILLE, HAVRE and COPENHAGEN | "SLAM"   | Beginning of Jan., 09 |
| SHANGHAI, YOKOHAMA and KOBE     | "YEDDO"  | Middle of Jan., 09    |

For Further Particulars apply to—

MELCHERS &amp; CO., AGENTS.

Hongkong, 10th December, 1908.

**HAMBURG-AMERIKA LINIE  
HAMBURG.**

**EAST ASIATIC FREIGHT SERVICE.**

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via STRAITS and COLOMBO, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

**NEXT SAILINGS FROM HONGKONG :  
HOMEWARD.**

## POST OFFICE NOTICE

## NEW YEAR'S HOLIDAYS

On Friday (New Year's Day) the office will be open from 7 to 9 a.m. On Saturday the 2nd January the office will be open from 7 a.m. to noon for despatching the American mail. There will be one delivery of letters and one collection as on Sundays. The money order office will be entirely closed.

Approximate times of closing mails at Shanghai via Dalny and Siberia.

|              |               |
|--------------|---------------|
| 8th January  | at 10.00 a.m. |
| 14th January | at 9.30 p.m.  |
| 22nd January | at 9.00 a.m.  |

The P. E. Friedrich, with the German mail of the 2nd inst., left Singapore on Friday, the 25th Inst., at 6 p.m. and may be expected here to-morrow evening.

The Sydney, with the French mail of the 4th December, left Singapore on Monday, the 28th Inst., at 4 p.m. and may be expected here on or about Monday, the 4th January, at daylight. This packet brings replies to letters despatched from Hongkong on the 31st October.

## FOR

## PER

## DATE

|   |  |  |
|---|--|--|
| Holbow and Haiphong   | Tuesday                                    | 29th, 9.00 A.M.  |
| Singapore   | Tuesday                                    | 29th, 11.00 A.M.   |
| Straits and Colombo   | Tuesday                                    | 29th, 11.00 A.M.   |
| Sydney, Amoy and Foochow  | Tuesday                                    | 29th, 11.00 A.M.   |
| Singapore, Keang and Calcutta   | Tuesday                                    | 29th, Noon.  |
| Macau   | Tuesday                                    | 29th, 1.15 P.M.  |
| Manila  | Tuesday                                    | 29th, 2.00 P.M.  |
| Changchun and Dalny   | Tuesday                                    | 29th, 3.00 P.M.  |
| Chefoo and Dalny  | Tuesday                                    | 29th, 3.00 P.M.  |
| Changchun   | Tuesday                                    | 29th, 3.00 P.M.  |
| Hangyang  | Tuesday                                    | 29th, 3.00 P.M.  |
| Moyune  | Tuesday                                    | 29th, 3.00 P.M.  |
| Darwin, Muru  | Tuesday                                    | 29th, 3.00 P.M.  |
| Yean Maru   | Tuesday                                    | 29th, 3.00 P.M.  |
| Kashan  | Tuesday                                    | 29th, 4.00 P.M.  |
| Cyclopes  | Tuesday                                    | 29th, 4.00 P.M.  |
| Hirano Maru   | Tuesday                                    | 29th, 5.00 P.M.  |
| Yunnan  | Wednesday                                  | 30th, 10.00 A.M.   |
| Printed Matter and Samples  | Wednesday                                  | 30th, 10.00 A.M.   |
| Insurance   | Wednesday                                  | 10.00 A.M.   |
| Registration  | Wednesday                                  | 10.00 A.M.   |
| (Registration, with late fee of 10 cents, up to 10.45 A.M.)   | Wednesday                                  | 10.00 A.M.   |
| Registration  | Wednesday                                  | 10.00 A.M.   |
| B.O.  | Wednesday                                  | 10.00 A.M.   |
| No late fee.  | Wednesday                                  | 10.00 A.M.   |
| Sus Tai   | Wednesday                                  | 11.15 P.M.   |
| Fooshing  | Wednesday                                  | 3.00 P.M.  |
| Takasaki Maru   | Wednesday                                  | 4.00 P.M.  |
| Choshun Maru  | Wednesday                                  | 5.00 P.M.  |
| Borneo  | Wednesday                                  | 5.00 P.M.  |
| Tiapan  | Thursday                                   | 6.15 P.M.  |
| Sui Tai   | Thursday                                   | 6.15 P.M.  |
| Loengang  | Thursday                                   | 6.00 P.M.  |
| Prins Waldemar  | Thursday                                   | 6.15 P.M.  |
| —JANUARY—   |  |  |
| Zafiro  | Saturday                                   | 9.00 A.M.  |
| Saturday  | 29th                                       | Printed Matter and Samples   |
| Registration  | 29th                                       | 10.00 A.M.   |
| (Registration, with late fee of 10 cents, up to 10.45 A.M.)   | 29th                                       | 10.00 A.M.   |
| Registration  | 29th                                       | 10.00 A.M.   |
| B.O.  | 29th                                       | 10.00 A.M.   |
| No late fee.  | 29th                                       | 10.00 A.M.   |
| Indraawadi  | Letters                                    | 11.00 A.M.   |
| Shinano Maru  | Tuesday                                    | 10.00 A.M.   |
| Ernest Simons   | Tuesday                                    | 10.00 A.M.   |
| Tawing  | Tuesday                                    | 11.00 A.M.   |
| Empire  | Wednesday                                  | 11.00 A.M.   |
| Saturday  | 9th  | Printed Matter and Samples   |
| Registration  | 9th  | 10.00 A.M.   |
| (Registration, with late fee of 10 cents, up to 10.45 A.M.)   | 9th  | 10.00 A.M.   |
| Registration  | 9th  | 10.00 A.M.   |
| B.O.  | 9th  | 10.00 A.M.   |
| No late fee.  | 9th  | 10.00 A.M.   |
| Assays  | Letters                                    | 11.00 A.M.   |
| Europe, &c. INDIA VIA TUTICORIN   |  |  |
| (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)  |  |  |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) |  |  |
| Europe, &c. INDIA VIA TUTICORIN   |  |  |
| (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)  |  |  |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) |  |  |
| Manila  | Thursday                                   | 1st, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Kilchide, Perth and Fremantle |
| Singapore   | Mojo, Koba, Yokohama, Victoria, and Seatic |  |
| Europe, &c. INDIA VIA TUTICORIN   |  |  |
| (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)  |  |  |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) |  |  |
| Europe, &c. INDIA AND TUTICORIN   |  |  |
| (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)  |  |  |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) |  |  |
| Europe, &c. INDIA AND TUTICORIN   |  |  |
| (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)  |  |  |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) |  |  |
| Europe, &c. INDIA AND TUTICORIN   |  |  |
| (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)  |  |  |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) |  |  |
| Europe, &c. INDIA AND TUTICORIN   |  |  |
| (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)  |  |  |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) |  |  |
| Europe, &c. INDIA AND TUTICORIN   |  |  |
| (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)  |  |  |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) |  |  |
| Europe, &c. INDIA AND TUTICORIN   |  |  |
| (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)  |  |  |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) |  |  |
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